

JONES & TAYLOR,
Stevedores and Contractors.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

ESTABLISHED 1881.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sale Agents for the
UNITED ASBESTOS COM-
PANY, LTD., LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1343. 日三十月九年五十二緒光

TUESDAY, OCTOBER 17, 1899.

二拜禮 號七十月十英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED:
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 12,000,000
CAPITAL UNCALLED 12,000,000
RESERVE FUND 7,500,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO KOBE.
NAGASAKI LONDON.
LYONS NEW YORK.
SAN FRANCISCO HONOLULU.
BOMBAY SHANGHAI.
TIENTSIEN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
" " " 4 "
" " " 3 "

S. CHOH, Agent.

Hongkong, 4th October, 1899. [1382]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$11,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
David Meyer Moses, Esq.
E. Goetz, Esq. A. McConachie, Esq.
A. Haupt, Esq. A. J. Raymond, Esq.
K. H. Hill, Esq. P. Sachse, Esq.
The Hon. J. J. Keswick, Esq. R. Shewell, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON,

MANAGER:
Shunghui—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3% per Cent, per Annum.
For 6 months, 3% per Cent, per Annum.
For 12 months, 4% per Cent, per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 16th October, 1899. [1383]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.
Branches and Agencies:
CANTON HANKOW.
CHEFOO PEKING.
CHINKIANG SWATOW.
FOOCHOW TIENSIN.

THE Bank purchases and receives for col-
lection Bills of Exchange drawn on the
above places, and sells Drafts and Telegraphic
Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months.
4% " " " 6 "
5% " " " 12 "

E. W. RUTTER,
Acting Manager.
Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £1,324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq.
Chow Tung Chang, Esq. | Kwan Hoi Chueh, Esq.
D. Gillies, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 30th May, 1899. [18]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED ON CURRENT
ACCOUNT IN THE RATE OF 4 PER CENT.
on the Daily Balance.

On Fixed Deposits for 12 months, 4% per cent.

" " " 6 "
" " " 3 "

J. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1899. [1384]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(to)

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
JAPAN	Jalisco*	E. C. Andrews	About 22nd Oct.	Freight or Passage.
LONDON	Candia	W. H. Haughton, R.N.R.	About 24th Oct.	Freight only.
SHANGHAI	Bengal	S. Barcham	About 28th Oct.	Freight or Passage.
LONDON, &c.	Parma	A. Symons	Noon, 28th Oct.	Freight or Passage.
JAPAN	Kohilo*	S. de B. Lockyer, R.N.R.	About 29th Oct.	Freight or Passage.
LONDON	Java	G. W. Gordon, R.N.R.	About 2nd Nov.	Freight or Passage.
* (Passing through the Inland Sea).		(See Special Advertisement).		
† Viz Marseilles.		§ Viz Shanghai.		

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 17th October, 1899. [15]

BLATZ, A LIGHT, SPARKLING AMERICAN BEER, WELL BREWED AND CAREFULLY BOTTLED.

SOLE AGENTS:

H. PRICE & Co.,
WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD.

Hongkong, 17th October, 1899. [20]

Aquarius SPARKLING MINERAL TABLE WATER. (Manufactured from TREBLE DISTILLED WATER.)

Telephone 76.

Is the most suitable for mixing with Wines and Spirits; neither discolours them nor changes their flavour, as is so often the case with those Mineral Table Waters which contain iron and other salts.

A PERFECT TABLE WATER.

CALDBECK, MACGREGOR & CO.,
AGENTS,
AQUARIUS COMPANY.

Hongkong, 4th October, 1899. [15]

HONGKONG HOTEL

NEW ROOMS
At Moderate Daily Rates

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the comfort of visitors.

E. V. SIOEN, Manager.

[36]

THE VERY LATEST, Ex. S.S. SHANGHAI.

AN UNPRECEDENTED SHOW OF
FASHIONABLE WINTER GOODS
NOW ON VIEW.

W. POWELL & Co.,
Immed. Opposite P.O., 1st floor.

Intimations.

BRAIN-FAG!

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this energizing climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed more than one half of the break downs which are so frequently brought to our notice in the Far East. A cup of

BOVRIL

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS

Prescribed by Medical Men throughout the World.

Used by all the Principal Hospitals.

Supplied to British and Foreign Governments, and

Sold by over 150,000 Customers throughout the United Kingdom alone.

And also in Every Civilised Country in the World.

AGENTS FOR CHINA:

Watkins, Limited.

HONGKONG CLUB.

NOTICE.

A EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held at the CLUB HOUSE, on THURSDAY, the 19th October, 1899, at 8 P.M., for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 3rd instant.

By Order,

C. H. GRACE,
Secretary.

Hongkong, 4th October, 1899. [12642]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of \$18 per Share for the year 1898, equivalent to 36% on the Paid-up Capital of \$50 per Share, has been Declared.

WARRANTS will be issued on the 13th October.

By Order of the Board,
DOUGLAS JONES,
Secretary.

Hongkong, 12th October, 1899. [12694]

Notice of Firm.

P. & O. S. N. COMPANY.

NOTICE.

DURING my Temporary Absence from the Colony Mr. L. S. LEWIS will be in charge of the Company's business at this Port.

H. A. RITCHIE,
Superintendent.

Hongkong, 16th October, 1899. [13054]

Masonic.

JUBILEE LODGE
OF INSTRUCTION.

A REGULAR MEETING of the above Lodge will be held at the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 18th instant, at 8 for 8.30 P.M. precisely. Visiting Brethren M.M. are cordially invited.

Hongkong, 16th October, 1899. [13064]

PEAK HOTEL

AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer

with perfect protection against the North East Winds in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,
Manager.

Hongkong, 12th October, 1899. [1242]

PHONOGRAPHS.

THE NEW HOME PHONOGRAPH
(GENUINE EDISON) WITH FITTINGS.

PRICE \$80.

To-day's
Advertisements.

BANK HOLIDAY.

THE Undersigned BANKS will be CLOSED for the Transaction of Public Business, on WEDNESDAY, the 18th instant, at 1 o'clock P.M.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,

T. H. WHITEHEAD,
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION,

T. JACKSON,
Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,

G. W. F. PLAYFAIR,
Chief Manager.

For the MERCANTILE BANK OF INDIA, LIMITED,

JOHN THURBURN,
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,

L. BERINDOUGUE,
Acting Manager.

For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,

CHANTREY INGBALD,
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,
S. CHOY,
Agent.

For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Acting Manager.

Hongkong; 17th October, 1899. [1312]

To-day's
Advertisement.

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. R. D. VANIA, the Administrator, to Sell by

PUBLIC AUCTION,

on SATURDAY, the 21st October, 1899,
at 2.30 P.M.,

At No. 26, GAGE STREET.

THE WHOLE OF THE
HOUSEHOLD AND OFFICE
FURNITURE,

Belonging to the Estate of the Late
R. C. VANIA

Comprising:-

BRASS AND IRON BEDSTEADS, WARD-
ROBES, OVERMANTEL, DRAWING-
ROOM SUITE, EXTENSION DINING-
TABLE, MARBLE-TOP TABLES, CROC-
KERY and E. P. WARE, WRITING-
TABLE, COPYING PRESS, &c., &c.

Also:-

TWO IRON SAFES.

On View from FRIDAY AM.

TERMS:- As Usual.

HUGHES & ROUGH,
Auctioneers.

Hongkong, 17th October, 1899. [1313]

Intimation.

A. S. WATSON & Co.,
LIMITED.

IMPORTERS OF HIGH-CLASS

S. H. E. R. R. I. E. S.

Per Doz.
Case

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule \$10.80

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule 12.00

C.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule 12.00

D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule 14.40

E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) 20.40

B. C. and C. are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very superior
vintage. All are true Xeres Wines.

Sample bottles and smaller quantities
will be supplied at proportionate
wholesale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1844.

BIRTH.

At Devon Villa, Singapore, on the 8th inst.,
the wife of W. N. MASTERTON, R.E., Acting
Chief Engineer, Col. Sir "Sir" Belle, of a
daughter.

DEATHS.

On Saturday, the 7th instant, at Singapore,
Captain S. L. B. SORENSEN, aged 66 years.
On Saturday, the 7th instant, at No. 11, Lloyd
Road, Singapore, FREDRICK CARL RUDOLPH
PHILLIP von HARTWIG, in his 81st year.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Steamship

"NANYANG."

Captain Lehmann, will be despatched for the
above Port, on FRIDAY, the 20th instant,
at 5 P.M.

This Steamer has Accommodation for
Passengers.

For Freight or Passage, apply to

SHEWAN, TOME & Co.,
General Managers.

Hongkong, 17th October, 1899. [1309a]

NORDDEUTSCHE LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAYERN."

THE above named Steamer having arrived,

Consignees of Goods are hereby informed
that their Goods, with the exception of Opium,
Treasure and Valuables, are being landed and
stored at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 24th instant will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 19th instant,

and THURSDAY, the 26th instant, at 9.30 A.M.

All Claims must reach us before the 3rd
November, or they will not be recognized.

Bills of Lading will be countersigned by the
Undersigned.

No Fire Insurance has been effected.

MELCHERS & Co.,
Agents.

Hongkong, 17th October, 1899. [1293a]

guns many miles from Ladysmith, and as that
town is about forty miles from the Transvaal
frontier, the Boers must have invaded our
territory. But in Natal we are at present
better prepared for them, for the Indian con-
tingent has been landed and sent to the
front, so that unless the Boers descended in
overwhelming force it would be but reasonable
to suppose that our troops would be
capable of dealing with them until such time as
they are sufficiently reinforced to carry the
war into the enemy's territory and force the
passage of the passes leading to the Transvaal

The Naval Brigade, landed by the Admiral
at Simonstown, will we presume, be either
sent up the railway towards Mafeking or else
take the place of troops sent to the front.
It must be remembered that we have not
only to supply a force capable of dealing with
the Boers in the Transvaal and the Orange
Free State, but that a sufficient force
must be scattered over Cape Colony to prevent
a rising on the part of the Dutch
sympathisers of the Boers and also to prevent
them from giving aid to the enemy or going
over the border to join their forces. In this
Naval Brigade we suppose that our old
friends of the *Powerful* will be included, as
well as the crew of the *Terrible*, for both
these vessels are doubtless in Simon's Bay at
the present moment or else shortly expected
there. We have got a big job on hand with
the Transvaal, and news of further fighting
will be awaited with interest.

The following are extracts from the *London Gazette*:—Major the Hon. R. H. Bertie to be
Lieut.-Col. vice Brevet Col. R. B. Mainwaring,
C.M.G., removed on appointment to the Staff.
Capt. E. L. Englehardt to be Major vice the
Hon. H. E. Bertie, promoted.

LORD KITCHENER formally opened the bridge
across the Abra. In his speech he deplored the
loss of the *Boer* and the *Orange Free State*.

The Boers have derailed and destroyed an
armoured train near Vryburg. The crew of
the train, who maintained a brisk fire for four
hours, were eventually overborne by the enemy's
artillery and made prisoners.

The Admiralty at Simonstown has ordered the
immediate landing of a strong naval brigade.
Sir Redvers Buller has started for the Cape.

General White made an advance with twelve
guns from Ladysmith, with the intention of
attacking the Boers, who were advancing with
eleven guns; but failing to draw on the Boers
the force returned to Ladysmith without fight-
ing.

Martial law has been proclaimed at Bloem-
fontein and Britishers have been ordered to
leave the country.

WEATHER REPORT.

The Observatory report says:—

On the 17th at 1.55 a.m. the barometer con-
tinues to rise on the China coast. The depression
has probably passed to the Pacific, E. of
Japan, and the high pressure area still lies over
Central China. Gradient moderate with strong
monsoon on the coast and in the N. part of the
China Sea. FORECAST:—Fresh N.E. winds;
fine.

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We understand a report has been sent to
Hongkong to the effect that the pirates on the
West River have raised a sunken launch or
river boat by means of passing wires under her
and secured booty to the value of \$2,000.

A FORMAL notice appears in the Madras
Gazette in connection with a light feeder rail-
way to the South Indian Railway from Kalki-
to Rayachot, authorizing the Engineers to
enter on land for the purpose of the Survey.

At date of latest advices the Dutch cruiser
Holland was being held ready at Batavia to
proceed at once on the outbreak of war between
England and the Transvaal, to Delagoa Bay
to protect the interests of Hollanders in the
Transvaal and Orange Free State.

The Naval Brigade, landed by the Admiral
at Simonstown, will we presume, be either
sent up the railway towards Mafeking or else
take the place of troops sent to the front.

It must be remembered that we have not
only to supply a force capable of dealing with
the Boers in the Transvaal and the Orange
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must be scattered over Cape Colony to prevent
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the present moment or else shortly expected
there.

THE HONGKONG TELEGRAPH, TUESDAY, OCTOBER 17, 1899.

WEI-HAI-WEI.

(EXTRACT FROM CONSUL HOPKIN'S REPORT.)

I have been frequently asked since our occupation what I thought of the commercial prospects of Wei-hai-wei, and whether it might become a northern Hongkong. It must be remembered that Wei-hai-wei is even worse situated as a port of shipment for produce from the central and western parts of the province, or as an entrepot for foreign trade destined to supply the same region, than is Chefoo, being some sixty miles more to the eastward. There is little or no real analogy between the positions of Hongkong and Wei-hai-wei. The former lies at the seaward end of a splendid system of navigable waterways, a day's steam only from an immense city, the capital of the province, and on the edge of a rich and densely-populated delta. Wei-hai-wei, on the contrary, is nearly the remotest point of a rocky peninsula far from any river communication with the interior, and almost without roads, amidst an agricultural population in a region of few and inconsiderable cities. Along the coast to the south is Kiao-chow Bay, excellently placed for trade, and with the prospect of railway communication with the interior in the very near future.

Four hours steam from Wei-hai-wei to the west, lies Chefoo, which, though naturally but little better situated in point of land communication, has the advantage of being, as a well-established treaty port, commercially a going concern, with all that, implying that, which Wei-hai-wei is not.

That trade follows the flag may fairly enough express a generalised commercial truth, which does not, however, necessarily affect particular conditions otherwise unfavourable. So I do not anticipate for our new naval station a commercial future like that of the one-time fishing village of Hongkong. Rather, it is a fair presumption that trade will follow the railway—so much the better for Kiao-chow and Taliwan.

For the rest, the territory taken over consists of rather barren hills and valleys, closely cultivated with the cereals usual in the province, wheat, millets, and Indian corn. On the hill-sides grows a dwarf oak, on which feed the caterpillars, producing the "wild silk" of Shantung. The exports of the neighbourhood find their market in Ning-hai Chou, a city just outside the western boundary of our territory, from which point they have hitherto been conveyed for sale to Chefoo.

A little gold is also found in the ravines or dongs of all this region, and from time to time in the past considerable finds are reported to have been made. There are somewhat sanguine expectations about this subject.

No trouble from the population was met with by the survey party of Royal Engineers last summer in carrying on their operations in the no-man's-land. These were completed without a single untoward incident, such supplies as the country afforded being freely sold by the villagers.

PHILIPPINE NEWS.

(From the *Manila Times*.)

ANOTHER FIGHT AT ANGELES.

On the morning of the 11th Angeles was the scene of another brisk little skirmish in which nearly all the garrison of that place were engaged. The fight did not last long, but was warm while it lasted and resulted in five casualties on our side.

The battle was opened at 3:30 a.m. by the insurgents, who poured several heavy volleys into the outposts stationed near the bridge, and followed this up by more or less fusillading. Troops were turned out to quiet them and a stiff little fight followed, in which the enemy used their modern Krupp. Soon the whole garrison was out on the skirmish-line and compliments were freely exchanged. Lieutenant Finlay's artillery detachment of three guns of the 1st Artillery took part and shelled the enemy, finally succeeding in silencing their cannon.

The first volley firing only lasted half an hour, and after a lull, was resumed again at 4 a.m. and kept up until daylight. At first there was very little response by our troops until the Artillery turned loose and with a few well-directed shells succeeded in discouraging the enemy from all further attempt.

The line advanced to the left of Angeles and after two hours of warm work they drove the enemy out of their position in the woods.

Our loss was five wounded and the insurgents' is unknown.

At Meycauayan an attack was made Tuesday night on the outposts and several volleys fired. Co. B of the 16th Infantry turned out to return the fire and put a quietus on things.

ATTEMPT TO BLOW UP A MAGAZINE.

The *Laguna de Bay* is still at the Navy Yard receiving a new awning and many little repairs. The paddles of the two side wheels have been renewed; as the old ones were broken and cracked. Most of the crew, numbering about fifty, are now quartered in a store room among piles of rope and between walls on which are hung various irons, rings, chains, hooks and some tools. The commander of the *Laguna de Bay* is Lieutenant Franklin of the 23rd Infantry, who is on the *Helena*, which lately left for a short investigation of the condition of the *Archie* at Orani. This gunboat was sunk at the time of Dewey's victory and is similar to the *Pampanga*, a boat now on the dock. The boat boys are anxiously waiting for the *Laguna de Bay* to again resume active service.

On Tuesday afternoon a rumor was afloat that an outbreak of trouble of some kind was brewing in these parts. A scouting party of eight, under Sergeant Frazer, made an investigating tour through the woods to the two companies at the causeway and two suspicious Filipinos were caught armed with large knives. As an evening manoeuvre, probably planned to work in co-operation with a general uprising, a bold attempt was made to blow up the magazine containing large stores of powder, shells and heavy missiles. There was a strange noise heard about midnight by the sentry near post No. 16 in Fort Felipe and he gave the alarm to the corporal, and soon an investigation around the magazine revealed a place where one or more civil had removed two large square blocks from the solid stone masonry and were on the highway to a great "blowout." A large iron bar was found, but the workers had taken to the darkness and hid. The guards were increased and a number of extra marines were called out, but nothing further turned up.

Large supplies for the various departments of the navy yard lately arrived on the *Celtic* and *Nas San*. Boatmen Brown, of the navy yard, has been kept very busy for several days overseeing the unloading of the many cascos. The *Celtic* brought provisions from the States, while the lumber, paint, piping, long iron, rope, etc., came from Hongkong on the *Nas San*. A great deal of timber is being used at present in enlarging the officers' quarters in Fort Felipe.

THE COST OF THE WAR.

The expenditures of the war department are creating the fact that it may be necessary to

call Congress in session before December to provide funds for military operations. Of the eighty millions authorized to be spent in twelve months more than thirty two millions were spent from July to August 23 inclusive. At this rate the entire eighty millions will be exhausted before Congress gets in regular session. Ten new regiments have been formed for the last month and the ten still to be raised will become a charge about another month, so that the ration expenditure will be increased, and additional transports and the extension of operations in the Philippines will swell expenses, which are now at the rate of two hundred millions a year. The department asked for one hundred and forty-four millions for the year, but Congress would not allow it. Administration officials, however, are confident that the insurrection will be speedily suppressed, and that it will not be necessary to issue bonds, as the treasury balance, including gold reserve, is two hundred and seventy six millions.

GENERAL OTIS STOPS CAVALRY.

A Washington dispatch says that General Otis has cabled to the War Office that he does not require any more cavalry sent to him. He finds himself already embarrassed by the difficulty of procuring forage for the horses at present in Manila. The War Office has consequently decided that no more cavalry shall be sent.

POPULATION OF THE PHILIPPINES.

According to Giromini, the civilized population of this Colony in 1845 was as follows:

Europeans (including 500 friars)	4,050
Spanish-native half-breeds	8,584
Spanish-native-Chinese half-breeds	18,000
Chinese	9,901
Ture natives	3,304,742

Total civilized population..... 3,507,777

In the last census, which was taken in 1876, the total number of inhabitants, including Europeans and Chinese, was shown to be a little under 6,200,000, but a fixed figure cannot be accepted because it is impossible to estimate exactly the number of unsubsidized savages and mountaineers who pay no taxes and so are not accurately enumerated. The increase of native population was rated at about two per cent, per annum, except in the Negro or negro tribes, which are known to be decreasing.

In Manila City and suburbs it is calculated that there were in 1876 about 340,000 inhabitants, of which the ratio of classes was approximately the following:

PERCENT.	
Pure natives.....	68.00 say. 33,200
Chinese half-breeds	16.65 " 59,700
Chinese.....	12.25 " 36,600
Spaniards and creoles	1.65 " 5,610
Foreigners (other than Chinese)	1.30 " 4,320
	0.15 " 510
	100.00 " 340,000

The Walled City alone contained a population of about 16,000 souls.

SINGAPORE TRADER IN COLLISION.

A "CLAN" STEAMER SUNK.

News has been received here of a serious collision between a steamer trading to Singapore and one of the "Clan" line. From the reports to hand it appears that about eight a.m. on the 4th September, during a dense fog, the Danish steamer *Cathay* belonging to the East Asiatic Company, of Copenhagen, collided with the British steamer *Clan McGregor*, off Cape St. Vincent. The *Cathay* rammed the *Clan McGregor* on the starboard side, amidships, and the latter sank some time afterwards, but the *Cathay* picked up all the crew, no lives being lost. The *Cathay* put into Cadiz with her plates injured in three places, and stem twisted to starboard. Her forepeak was supposed to be undamaged. It is expected that the repairs will take about six weeks. The *Cathay* is of 2,650 tons register, commanded by Captain W. Schorling, and was bound for Singapore with a general cargo, Messrs. Behn Meyer and Co. being the local agents. The *Clan McGregor* was one of the "Clan" line, a company which has been very unfortunate with its ships of late. She was 1,924 tons net register, and owned by Messrs. Cayer, Irvine and Co., of Liverpool.—*Strait Times*.

BANGKOK METHODS.

IN DELIVERING CARGO.

It appears to us, says the *Bangkok Times*, that consignees of cargo here have a real grievance in the methods adopted by the shipping firms of the port. Here it appears to be by means of an uncommon one. Some days ago we learned that seven bales of paper had been forwarded to this office from Hongkong. We prepared to take delivery on receipt of the notification from the agents, knowing from experience that there is usually no warehousing whatever, and that goods are often damaged by being allowed to stand in the rain. But no notification of their arrival was sent, and it was only on writing to inquire that we were informed that the goods had come to hand eight days previously. If his goods happen to be brought here by a steamer consigned to a firm that he does not expect to receive them through, the consignee's plight is still worse. There are cases on record where goods have lain for at least a month on a Bangkok wharf while the consignees have been writing and telegraphing to the consignor about their non-delivery.

Once more, six and a half ticals are charged by the agents on seven bales of paper—for warehousing perhaps, or landing, or something, although it is quite on the cards that damage may be occasioned by rain and exposure.

Surely the obvious duty of shipping companies here is to do as is done elsewhere. In Hongkong, for example, the arrival of cargo is notified to the public by the agents through the Press, and a source of annoyance would be removed if this were also done in Bangkok. The present method, or want of method, is positively abominable, and would not be tolerated in any other port of the same size.

SPANISH CONSULATES CLOSED.

The *Catilla de Madrid* of the 22nd August publishes a list of the Consulates which have been ordered to be suppressed, and which have been either paid for out of the revenues of the Philippines. The list includes the first class and the vice-consulates at Singapore, Hongkong, Amoy, the first class consulates at Melbourne, Calcutta, and Tamsui, the second class consulates at Saigon, Batavia, Tientsin, Nagasaki and Kobe. The Consulate General at Shanghai is reduced to a second class consulate, and the maintenance of this as well as the new Consulate General and Vice Consulate at Manila and the second class Consulate at Ilo-Ilo will be paid out of the revenue of Spain.

THE TRANSVAAL.

LATE TELEGRAMS.

SIMLA, September 23d.

In the event (which, however, is not looked upon here as probable) of a further Brigade

being despatched from India to South Africa,

the Essex and Royal Irish may not unreasonably expect to be included.

BOMBAY, September 28th.

The departure of the remaining squadrons

has been delayed owing to an outbreak of anthrax.

The s.s. *Avera* has sailed with an Ammunition column.

BOMBAY, September 28th.

Owing to further cases of anthrax the Fifth

Dragoon Guards have been unable to sail for Durban and have been sent back to Deobal.

They will rest at the camp there for a few

days.

BOMBAY, September 29th.

It is believed that the Fourth Dragoons will

replace the two squadrons of the Fifth

Dragoons for South Africa, unless anthrax

disappears in the course of the next ten days.

LONDON, October 3d.

A crowd of Boers, at a station on the Delagoa

Bay Line of Railway, forced a number of refugee

passengers in the train to uncover their heads

during the singing of the "Volkslied" and severely kicked and trampled upon several

Englishmen.

The transport *La Poudre* arrived at Durban last evening with the 21st Battery of Field Artillery, which had to load stores at Charlestown.

The *Howard Castle*, *Limore Castle*, *Roslin Castle*, and *Hartlech Castle*, have been chartered as transports and ordered to be ready in ten days. They will accommodate 4,000 men.

Colonel Brocklehurst, of the Blues, will sail

in the *Mexican* to command the Cavalry Divi-

sion.

It is rumoured that the Duke of Connaught

will accompany Sir Redvers Buller to South Africa.

The whole of Natal local forces, and a great

part of the police have gone to the north.

The Natal Regiment has been despatched to

Natalpoort.

The Duke of Devonshire (Lord President

of the Council), in the course of a speech at

Manchester, last night, said that, if the unoffi-

cial versions of the Transvaal reply, to Mr.

Chamberlain's last despatch were correct, it was

unlikely that the present tension would ter-

minate.

Great Britain considered it useless to

further press the Franchise proposals, which

were not received in a spirit promising to a

solution.

The Government, he said, had,

therefore, been compelled to formulate demands which were moderate and, under other

circumstances, they would probably be made

the basis of negotiations.

The military prepa-

rations made by the Transvaal, his lordship

said, compelled Great Britain to act in a similar

manner and to summon Parliament to sanction

extra expenditure. His lordship, in conclusion,

said he still trusted that wiser counsels would

prevail with the Transvaal.

Two thousand Boers are mobilised on the

frontier, near Mafeking.

A Boer camp has also been established, near

Vryheid, where a great force will be mobilised, probably on Monday. Hostilities are regarded as

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG--SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KINSHU MARU W. Brady	VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE & YOKOHAMA; MARSILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 19th October, at 4 P.M.
TAMBA MARU J. W. Vale	SATURDAY, 21st October, at Noon.	
KASUGA MARU E. W. Haswell	SUNDAY, 22nd October, at 4 P.M.	
HAKU MARU W. Nishimura	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHENG-TSING and NAGASAKI.	THURSDAY, 26th October, at Noon.
YAWATA MARU A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 3rd November, at Noon.

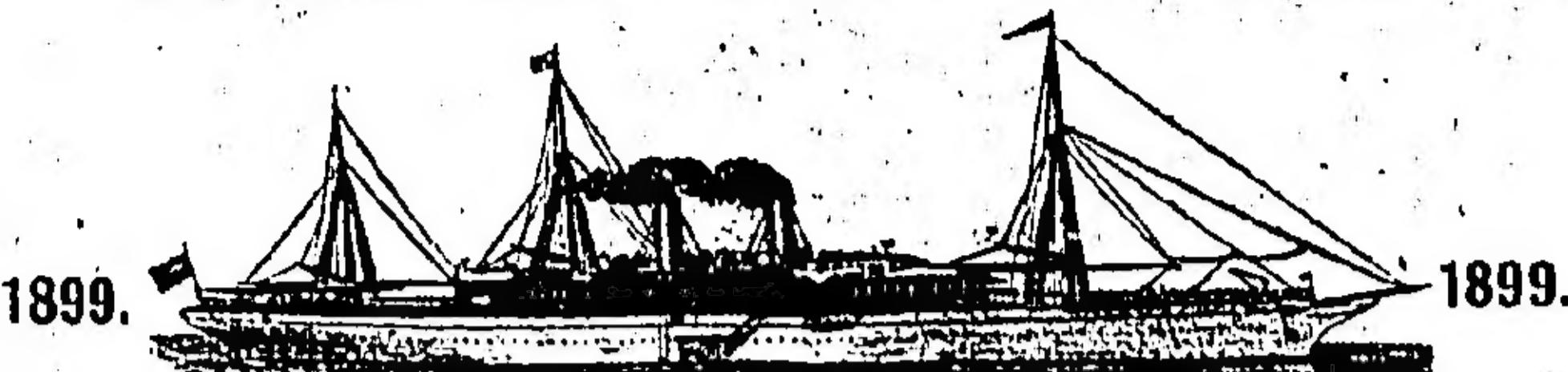
* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 12th October, 1899.

Canadian Pacific Railway Co.'s
ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R., WEDNESDAY, 25th Oct., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 22nd Nov., 1899.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R., WEDNESDAY, 20th Dec., 1899.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and ARRIVED THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 27th September, 1899.

D. E. BROWN, General Agent,
Pedder's Street. [3]

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Thursday, 19th Oct., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)

Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

Saturday, 9th Dec., at Noon.

THE Steamship

"NIPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Cargo will be received at this Office until 4 P.M. the day previous to sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 16th October, 1899.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"PARRAMATTA," Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 28th instant, at Noon, taking Passengers and Cargo for the above Ports.

SHIP AND VALUABLES, ALL CARGO FOR FRANCE, AND TEA FOR LONDON (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Cargo will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 16th October, 1899.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIc PORTS:

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico; Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 8th September, 1899.

(Subject to Alteration.)

Bayern..... Wednesday 8th Nov.

König Albert..... Wednesday 13th Dec.

Prinz Heinrich..... Wednesday 27th Dec.

Preussen..... Wednesday 10th Jan.

Karlsruhe..... Wednesday 24th Jan.

Sachsen..... Wednesday 7th Feb.

Oldenburg..... Wednesday 21st Feb.

Bayern..... Wednesday 7th March.

Stuttgart..... Wednesday 21st March.

König Albert..... Wednesday 4th April.

Weimar..... Wednesday 18th April.

Prinz Heinrich..... Wednesday 2nd May.

Preussen..... Wednesday 16th May.

Hamburg..... Wednesday 30th May.

(Taking Cargo only.)

THE Chartered Steamship

"ONSANG,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico; Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to Points beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th October, 1899.

Mails.

NORDDEUTSCHER

LLOYD.

(Freight Service.)

(Taking cargo at through rates to ANVERS, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES

HEIDELBERG...{	HAVRE and HAMBURG.	About 5th November.	Freight and Passage.
Schäfer.....{	(London with transhipment in HAMBURG)	About 15th November.	Freight.
ANDALUSIA.....{	HAVRE and HAMBURG.	About 20th November.	Freight.
Schönenfeld.....{	(London with transhipment in HAMBURG)	About 20th November.	Freight and Passage.
*SIBIRIA.....{	HAVRE and HAMBURG.	About 20th November.	Freight and Passage.
Hildebrandt.....{	(London with transhipment in HAMBURG)	About 20th November.	Freight.
BAMBERG.....{	HAVRE and HAMBURG.	About 20th November.	Freight.
Mayer.....{	(London with transhipment in HAMBURG)	About 20th November.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., Agents.

CARLOWITZ & CO., Agents.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Breconshire...| 3,567 | G. E. Elliott | Oct. 28.

Queen Adelicia...| 2,832 | F. McNair... | Nov. 18.

Saint

THE HONGKONG TELEGRAPH, TUESDAY, OCTOBER 17, 1899.

THE DARJEELING DISASTER:

TERRIBLE LOSS OF LIFE.
GREAT DESTRUCTION OF PROPERTY.
CALCUTTA, September 26th.

At Darjeeling, on Sunday, a heavy downpour of rain occurred causing several landslips. On Monday there were slight shocks of earthquake felt. The rainfall for the first thirty hours was fifteen inches, and in all twenty-eight inches of rain fell in thirty-eight hours. Authentic reports show the loss of nine European children, and seventy natives. The children were killed at schools at Arcadia, Ida Villa, and four small villas elsewhere. All adult Europeans seem to have escaped. About a thousand acres of tea-hill were destroyed. The estates surrounding half the eastern slopes of Darjeeling Spur, from Jalapahar to Birch Hill, have slipped three thousand feet.

The water-supply pipe has been destroyed and the electric light plant damaged. All wires throughout the station have been damaged, and Darjeeling is in complete darkness. Intelligence has been wired from Jalpaiguri that three Europeans and six natives were crossing the Teesta River when the boat was swamped by the high waves and sunk within a quarter of a mile of the ghat. One boorman was picked up fourteen miles down the river, and he reported that the Europeans jumped overboard and were not seen again.

CALCUTTA, September 27th.—The railway line between Darjeeling and Soda will probably be

BLOCKED FOR TWO MONTHS.

The damage to Darjeeling has been exceptionally heavy. The lower sections of the telegraph wires have been broken, and both the upper and lower Puglajhars have been carried away. The upper road from Kurseong to Darjeeling is impassable; and passengers can only be booked to Siliguri.

The Lieut.-Governor intends trying to reach Darjeeling, probably on Friday.

A telegram to Sir James Woodburn states that fifty per cent. of the eastern slope of Darjeeling and the lower part of Rangoon has gone. Extreme damage has occurred below the Eastern Mall; and three thousand feet of water pipes have gone. Several roads are blocked and lengths carried away. Great damage has been sustained by the railroad. The electric light plant has been damaged, and the wire smashed throughout the station.

The police, the military, and the public are working to remedy matters.

The latest news states that Phool Bazaar was completely inundated and ruined; and that nearly two hundred of the inhabitants have been killed.

At Tamsong Bustee twenty-one bodies have been found, but it is believed that twenty additional have been killed there. Landslips have also taken place at Munnech. The public funeral of five European children, the bodies of whom have been found, took place yesterday, the band of the Royal Munsters leading. The five coffins, carried by soldiers, came next, followed by school children, and the public of all classes and religions. The Archdeacon of Calcutta read the service at the grave.

The Lieut.-Governor and other leading officials and dignitaries were all represented.

CALCUTTA, September 27th.—(Later).—The electric light plant is buried beneath the ruined turbine shed.

News from Rungli shows that great damage has happened to the gardens there. At Poomong, through the turbine being broken, 12 coolies were killed, and a number of dead bodies have been excavated from the ruins of the Happy Valley estate.

Lady Woodburn is housing sixty children in the Durbar Hall. The bodies of the remaining four children are still undiscovered.

The Royal Munsters are working splendidly, searching for the dead and clearing the roads.

In the boating accident at Testa, the Europeans, who were missed are reported to have been drowned.

CALCUTTA, September 28th.—H.E. the Lieut.-Governor stated in Council to-day that the number of lives lost in the Darjeeling disaster cannot be less than four hundred.

Although the railway authorities were only booking for Siliguri, the mail train yesterday was crowded, parents being anxious to reach Darjeeling somehow and to see if their children were safe. A storm of rain has been greatly delayed at Siliguri. Wood-built huts have been torn down and the plague camp has been destroyed.

The Teesta passes are closed by the swollen and terrific condition of the river. The passes are not quite so high now as when the recent boating disaster occurred.

From Kurseong it is cabled that there are numerous slips along the line. The first of importance is at Runting. The line there is blocked for a distance of two hundred yards, and a gang of men is now engaged in clearing away the debris. There is a great slip at Paglajha, part of which is cleared.

Margaret's Hope Estate has lost one hundred acres of tea land, and the factory is entirely destroyed. The coolie lines are buried.

The disaster occurred in the middle of the night and it is believed that two hundred coolies, men and women, were killed. The manager's house has been half destroyed.

Avon Grove estate lost thirty acres, and four thousand bushels; the coolie lines were swept away, and many coolies were killed.

The factory was destroyed.

A huge slip took place below Saint Mary's Seminary and carried away the railway bridge. It blocked the cart road. There was a breach of thirty yards wide, the rails hanging in the air.

For quite thirty days it is clear that there will be no railway communication with Darjeeling.

Beyond Kurseong the roads are impassable for horses; and the journeys can only be done with the greatest difficulty by walking, the roads being extremely dangerous.

It is stated that the news regarding Margaret's Hope is exaggerated, only three deaths being reported, though numbers of coolies are missing.

Kurseong is crowded with anxious parents, and good accommodation is unobtainable at any price. A lady paid a dandy eighty rupees to take her to Darjeeling, and after going five miles, the dandy returned, finding the roads impossible, the coolies asking fabulous amounts to carry luggage to Darjeeling.

Boscolo's Hotel is threatened as the hillside also continues to have a slight subsidence.

In the bazaar underneath great uneasiness is felt. Strenuous efforts are being made to clear the roads by parties of soldiers from the Munster and Jallapahar depots. They are working splendidly. Further bad slips are reported on the Jallapahar road.

WEDNESDAY EVENING.—(LATER).

The weather is still threatening. People are moving from "dangerous" houses in all directions expecting danger, which is menacing the Grand Hotel. The bazaar appears save.

Emergency pickets of the Munster Regiment are on duty every night. A great rock over Hewatford House, and Rutland House, has been observed to be moving, and much anxiety is felt, lest it should give way.

A meeting of Engineers and parts has been called and is being held at the battery.

The men have ceased to search for lost bodies, and are working at the Kulpabah slips.

The Munsters are searching for lost children to-day.

If they are unsuccessful it is understood they will desist to-morrow.

The loss of life at Phool-bazaar appears to be about one hundred now.

A SEARCH PARTY ENGULPED.

Twelve men, who were digging at Toong-soo, searching for bodies and clearing away the debris, were submerged by another land slip. The bodies have been recovered.

THE BOATING DISASTER.

With regard to the boating disaster, a trolley man and two more boatmen returned to-day, making five natives saved.

THE ADA VILLA ACCIDENT.

The following is an extract from a lady's letter, regarding the Ada villa catastrophe:—On Monday at 1.30 a.m. Mrs. Powell heard knocking and calling outside, she found Mrs. Warne, and her daughter Edith, and two lady teachers, who said they needed help for several children buried at Ada Villa.

The Rev. Mr. Mackay and the Rev. Mr. Fleming at once sent a servant for the police, while they themselves went to Mr. Earle, Deputy Commissioner. The Powells, attended to their guests, who were wringing wet with our hats, cloaks or umbrellas, and covered with mud. They explained that early in the night the godowns at Arcadia were swept away, and fearing the whole building would fall they at once, with the children dressed and went away, to take refuge at Ida Villa; where they tried to make themselves comfortable in the drawing room, lying on the floor, the little ones praying, while, happily, the others fell asleep; when all at once the bank behind gave away. That one room was buried, and after saving as many as possible Mrs. Warne and her daughter hurried through the window, and, with help, two others followed.

The road was impossible so they climbed up the khud, clinging to shrubs and anything they could lay hands upon. Their skirts were so heavy with water that they had to stop at each step to fold their clothes around them. They could get no help until they arrived at Mrs. Powell's.

THE BIGGEST FLOOD FOR YEARS.

The Testa Valley flood is the biggest known for years. Hundreds of acres of rice land have been swept away, as well as the whole of the buildings, and large numbers of cattle have also been lost.

BOMBAY, September 29th.

Upon hearing of the disaster at Darjeeling the Queen sent a telegram to the Viceroy, expressive of her profound sympathy with the bereaved European and native families, and asking for further details.

THE PRETENCE OF KRUGER.

The successful efforts of the Transvaal Government to obtain ammunition caused the *Globe* to write in the following strain:—

From one illegal step the Transvaal Government proceeds to another, and a worse. Although its continuous importations of arms and ammunition through Portuguese territory may possibly be in accordance with treaty rights with that Power, there can be no question about the proceeding being a direct violation of the spirit of the 1888 Convention. Nor is Mr. Kruger blind to that fact; it is stated that, as a method of persuading the Portuguese authorities at Lorenzo Marques to pass the contraband cargoes of two newly-arrived ships, he telegraphed to them that, as a *modus vivendi* with Great Britain is assured, the suzerainty of the Transvaal would not raise any objection. As, however, this bold mendency did not produce the intended effect, the President forthwith commissioned Dr. Leyds to proceed to Lisbon and remonstrate with the Portuguese Government for its alleged breach of treaty obligations. Here, then, we have direct appeal made by the Pretoria Government to a European Power, in a matter not connected with the internal administration of the Republic, but obviously belonging to that sphere of external control which the Convention assigns to England exclusively. Instead of instructing Dr. Leyds to bully the Lisbon Government, it is Mr. Kruger's duty to forward his remonstrance through Mr. Conyngham Greene to the High Commissioner, for dispatch to London. As he adopted the other course, he practically claims an independent position for the Republic in foreign affairs as well as in domestic, thus violating the very treaty by which the Boers are entitled to Home Rule. It is now abundantly clear that Mr. Kruger, while pretending to consider the proposal, really sought to gain time for the arrival of the two shiploads of Mauser ammunition which had reached Lorenzo Marques. Without this supply, the Mauser rifles just issued to the burghers might almost as well have been kept in store; it is believed that very little of the ammunition they require is on hand at Pretoria. —*London and China Express.*

PIRACY IN CHINA.

Excluding Clericalism, which is, happily, not racy of the soil, there is a good deal of resemblance between the state of the body politic in France and China. There is the same callousness on the part of the masses, and moral cowardice on the part of the middle classes which leaves a dominant clique to tyrannise at will. The Central Government has power over individual subordinates. A Marquis de Galifet can dismiss a General Negrer, and the Emperor could dismiss a Governor of Kweichow if he were required; but there is, in each country, a lack of something which we may designate as grip. A murder such as that of Mr. Fleming, or a resistance to arrest such as that offered by M. Guérin, would be impossible in England; and in no other country pretending to a measure of civilisation could there conceivably occur such a miscarriage of justice as we have witnessed at Rennes, any more than one can conceive an English prince of the blood embracing a scoundrel whom the War Office had found it convenient to acquit. The single policeman maintains order in the streets of London because he represents the law which those around him desire to have upheld, and which they would help him in emergencies, to uphold. The sentiment in China is exactly the reverse: the Yamen runners are strong to oppress the individual, because they encounter no such resistance as would be opposed in England by the community. Huic's interlocutor advises him to leave questions of policy to the mandarins, and the average French bourgeois is content to accept the *choue juge* in the same spirit. So long as he and his property are protected, a Dreyfus may go hang.

It is due to this want of grit on the part of the administration, and to this absence of grit on the part of the community, that every shock to the prestige of the Central Power is followed by outbreaks of brigandage in China. The campaigns of 1842 and 1856-8 were followed by outbreaks of rebellion over half the Empire, and of piracy in all its seas. The occasion brought out two men who proved capable of dealing with the emergency, and who could either, probably, if they had chosen, have employed the forces under their command to overthrow the dynasty in turn. Tseng Kwo-fan and Li Hung-chang put down insurrection inland; and British gunboats were mainly instrumental in restoring order on the coast. For while there was peace, and at near, an approach to order.

WEDNESDAY EVENING.—(LATER).

The weather is still threatening. People are moving from "dangerous" houses in all directions expecting danger, which is menacing the Grand Hotel. The bazaar appears save.

Emergency pickets of the Munster Regiment are on duty every night. A great rock over Hewatford House, and Rutland House, has been observed to be moving, and much anxiety is felt, lest it should give way.

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hope to attain. The Japanese war upset the apple-cart again; and a general scramble for the fruit, on the part of bystanders, has lessened, this time, what chance the Government might have had of restoring the pile. It is characteristic that the Two Kwangs should set an example of turbulence, and that the thousands who live there, habitually, on the margin between order and disorder should throw off restraint. It is never easy to define, in China, precisely where brigandage ends or rebellion begins. All that can be said is that the Provincial Authorities have been able, so far, to prevent the line being overpassed by the unruly bands whom they can still not repress in Kwangtung. Brigandage ashore is matched by piracy afloat, and we seem, here to experience an indifference, if not complicity, on the part of those in authority which gives occasion for grave anxiety to residents and others interested in the trade of Hongkong. Piracy is rarely absent from Canton waters. A province full of inlets and waterways, inhabited by a population naturally turbulent and enjoying the immunities of life afloat, can never be easy to control. It used to be proverbial that Canton junks were fishermen or pirates, as occasion served; and if there was a period when the forces of order as represented by steam got the upper hand, the pirates seem to be availing themselves of steam, now, to redress the balance. Of piracies by junks there are still, no doubt, more than enough; but piratical attack by armed launches on other launches attract more notice and cause more alarm. There have been reports after reports, lately, of such cases—as well as of the old-fashioned practice of pirates disguised as passengers rifling the real passengers and escaping with their haul. Remonstrances addressed to the Canton Government have evoked no genuine efforts at repression, and there is every indication that the British gunboat will again be required to intervene. The case which seems to have brought irritation in Hongkong to a climax occurred, incongruously enough, to a steamer under the Portuguese flag, sailing from Macao. The *Taiping* was nearing Kowloon, on her way to Samshui, when she was attacked by pirates who ranged up alongside in a steam launch, firing not only rifles but cannon and, having established the necessary funk, hooked on alongside, boarded, drove the crew below, shot the single (Portuguese) officer who seems to have offered any resistance, robbed the unresisting passengers, and carried off a passenger and member of the comrade's staff for some purpose as yet undisclosed. The significance of the outrage will be appreciated when we add that the launch itself had been previously pirated: the fact that it was well-known as engaged constantly in towing seems, indeed, to have facilitated the piracy, as those on board the *Taiping* were unprepared for the treachery, and taken by surprise. It would be easy, of course, if this were an isolated case, to say the task of punishment devolved on the outraged flag. What we have to recognise is that it is only a flagrant instance of a prevalent pest; and that the preponderant interest represented in Hongkong will surely oblige the British Government to intervene. There do not exist, evidently, at Canton, either the vigorous or singlemindedness of purpose necessary to restore order. Whether or not the tale be true that three torpedo boats delegated by the Viceroy for police purposes pass their time, instead in towing junks and revelling on the proceeds; whether or not it be true that the pirates themselves have relations with the officials ashore—experience teaches us that the restoration of order by unsuid Chinese authority would be the work of a generation, or two, or three, if it happened at all. If the waterway's around Canton and the West River are to be policed, it must be done by British energy, if not under the British flag. The question may arise whether the work shall be done by *Sandwichers*, or whether the Viceroy shall be required to entrust to British officers the equipment, organisation, and employment of a Chinese force; but it is clear that necessity has arisen for a display in Kwantung as well as in Kweichow, of a power and determination which have been conspicuously absent from our policy ever since Sir Michael Hicks-Beach shirked war and ran away. The occasion may serve, in either case, to demonstrate the ascendancy of British interests in Kwantung.

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THE Company's Steamship

"THALES."

Captain Hall, will be despatched for the above Ports, on THURSDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers,

Hongkong, 17th October, 1899. [1303a]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship

"ARRATOON APCAR."

Captain E. Fox, will be despatched for the above Ports, on THURSDAY, the 19th instant, at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON, SONS & CO., Agents,

Hongkong, 16th October, 1899. [1304a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.
THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on SUNDAY, the 22nd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated on the upper deck through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.

THE Company's Steamship

"DANFA."

J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to

HOLLIDAY, WISE & CO., Agents,

Hongkong, 11th October, 1899. [1268a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR WEST RIVER SERVICE.

THE New River Steamers

"SAMSHU," & "WUCHOW,"

will be despatched alternately from Messrs. DOUGLAS LAPRAIK & CO.'s WHARF, at 5 P.M.,

Intimations.

For Nervous Exhaustion

CHAPOTEAUT'S
Phosphoglycerate
OF LIME

The modern restorative
of the nervous system.
For workmen, professional
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It is readily assimilated and
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NOTICE.

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:-
CHALLENGER, Amer. ship, Gould—Arnold, Karberg & Co.
REUKE, American ship, D. Whitmore—Standard Oil Co.

The Share Market.

LATEST QUOTATIONS.

(October 17th.)

Banks.

Hongkong and Shanghai Banking Corporation —33 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference) nominal.
The Bank of China & Japan, Ltd.—(Ordinary) 1/- buyers.
The Bank of China & Japan, Ltd.—(Deferred) 1/-5 buyers.
National Bank of China, Ltd.—\$27 buyers.
Do. Do. —\$27 buyers.
Marine Insurances.

Union Insurance Society of Canton, Ltd.—\$242 ex div.
China Traders' Insurance Co., Limited—\$603 ex div.

North China Insurance Co., Ltd.—Tls. 200.
Yangtze Insurance Assn., Ltd.—\$124.
Canton Insurance Office, Ltd.—\$143 ex div.

Straits Insurance Co., Ltd.—\$5.

Fire Insurances.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$88.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$30.

Indo-China Steam Navigation Company, Ltd.—\$81.

China and Manilla S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$47.

China Mutual S. N. Co., Ltd.—(Preference) 1/-9 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary) 1/-5 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary) 1/-5 buyers.

Star Ferry Co., Ltd.—\$194.

Reineries.

China Sugar Refining Co., Ltd.—\$138.

Luron Sugar Refining Co., Ltd.—\$54.

Mining.

Punjum Mining Co., Ltd.—\$10.

Do. Preference Shares—\$2.

Société Française des Charbonnages du Tonkin—\$45.

Queen Mines, Limited—\$45.

Iloilo Mining and Trading Co., Ltd.—\$44.

Rub Alian Gold Mining Co., Ltd.—\$45.

Oliver's Freshfield Mines, Ltd.—(A) \$11.50.

Oliver's Freshfield Mines, Ltd.—(B) \$6.50.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$2.

De-k'a, Wharves and Godowns.

Hongkong, & Whampoa Dock Co., Ltd.—\$15.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$92.

Wanchai Warehouse and Storage Co., Ltd.—\$45 buyers.

New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$50 to buyers.

Hongkong Land Investment and Agency Co., Ltd.—\$107.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$30.

Hongkong Hotel Co., Ltd.—\$125.

Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$29.

China-Borneo Co., Limited—\$10 buyers.

A. S. Watson & Co., Limited—\$16.75.

Hongkong Electric Co., Limited—\$14.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$18.

Geo. Fenwick & Co., Ltd.—\$42.

Hongkong Ice Co., Ltd.—\$12.

Hongkong High-Level Tramways Co., Ltd.—\$17.

Dairy Farm Co., Limited—\$6.

Hongkong & China Bakery Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$50.

Two Cotton Spinning & W. Co., Ltd.—Tls. 68.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Loek-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 77.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.

Yahloong Cotton Spinning Co., Ltd.—Tls. 55.

Tebrau Planting Co., Ltd.—\$4 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers). Telegraph Address—"Rialto."

OPICUM QUOTATIONS

Hongkong, 17th October.

New Patna 917 per chest.

New Benares 895.

New Muliwa 860 per picul.

Old Muliwa 875.

Perisan, paper tiss 670/780.

EXCHANGE

Hongkong, 17th October.
ON LONDON, Telegraphic Transfer 1/10.
Bank Bills on demand 1/10 to 15/10.
Credits, 4 months' sight 1/11.
D'ments, 4 months' sight 1/11.
ON BERLIN, (demand) 1.15/16.
ON PARIS, Bank Bills on demand 2.1/2.
Credits, 4 months' sight 2.47.
ON NEW YORK, Bank Bills, on demand 4.68.
Credits, 30 days' sight 4.73.
ON BOMBAY, Telegraphic Transfer 14/15.
On demand 14/15.
ON SHANGHAI, Telegraphic Transfer 7/8.
Private, 30 days' sight 7/8.
ON YOKOHAMA, T.T. 64 per cent. prem.
Sovereigns, Bank's Buying Rate \$10.47.
Gold Leaf 100 troy, per tael 54.25.
Bar Silver 26 11/16 Dollars 34 per cent. prem.

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VESSELS IN PORT.

Captains. ARRAVON APCAR, British steamer, 2,879, E. Fey, 12th Oct.—Calcutta 26th Sept., and Singapore 7th October, General—David, Sackson Sons & Co. ATHENIAN, British steamer, 2,440, H. Mowatt, 12th Oct.—Manila 9th Oct., Ballast—U. S. Trooper. BRECONSHIRE, British steamer, 2,323, Elliott, 8th Oct.—Colombo 20th Sept., Ballast—Doddwell & Co. CHUNGSANG, British steamer, 1,474, E. J. Buller, 16th Oct.—Java 7th Oct., Sugar—Jardine, Matheson & Co. CITY OF DUBLIN, British steamer, 2,155, Rae, 14th Oct.—Haiphong 11th Oct., Ballast—Reuter, Brückmann & Co. CONCH, British steamer, 2,201, Stock, 13th Oct.—Singapore 6th Oct., Kerosine—Arnold, Karberg & Co. DAPHNE, German steamer, 1,202, Th. Nissen, 13th Oct.—Mojii 8th Oct., Coal—Siemens & Co. DEUTEROS, German steamer, 1,001, E. Peter sen, 15th Oct.—Saigon 11th Oct., Rice—Siemens & Co. DR. HANS JURG KIER, Norwegian steamer, 691, Larvik, 13th Oct.—Ballast—Harling, Buschmann & Menzel. EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 4th Oct.—Vancouver, B.C. 12th Sept., and Shanghai 1st Oct., Mails and General—C. P. R. Co. HEIDELBERG, German steamer, 2,147, R. Schieder, 12th Oct.—Singapore 2nd Oct., and Nagasaki 5th General—Siemens & Co. HINSONG, British steamer, 1,536, Crockett, 13th Oct.—Java Ports, (Chevilton) 4th Oct., Sugar—Jardine, Matheson & Co. HOHENZOLLERN, German steamer, 2,039, H. Kirchner, 9th Oct.—Yokohama 29th Sept., Kobe 3rd Oct., and Nagasaki 5th General—Melchers & Co. HONGKONG, French steamer, 847, Bastian, 15th Oct.—Haiphong and Hoioh 14th Oct., General—A. R. Marti. JASON, British steamer, 1,416, W. Lyett, 16th Oct.—Penang 2nd Oct., and Hoioh 15th Oct., General—Butterfield & Swire. KAGOSHIMA MARU, Japanese steamer, 1,433, S. Fujiki, 16th Oct.—Mojii 11th Oct., Coal—Mitsui Bussan Kabata. KINSHU MARU, Japanese steamer, 2,459, W. Brady, 6th Oct.—Shimoda 1st Oct., and General—Nippon Yusen Kaihatsu K. BENDI, British steamer, 362, F. W. Joslin, 14th Oct.—Saigon 6th Oct., Rice and General—Butterfield & Swire.

TELEGRAMS.

LOOSOK, British steamer, 1,020, J. B. Jackson, 12th Oct.—Bangkok 3rd Oct., and Keishichang 4th, Rice and Timber—Butterfield & Swire. Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. J. F. E. Green, Shanghai. Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. S. V. Do M. Cowper, Foochow. Swift, 1st class gun-boat, 756 tons, 6 heavy guns, 4 6-pounds, 870 h.p., Foochow.

NANSHAN, American steamer, 1,344, Stovell, 26th Sept.—Manila 22nd Sept.

PROGRESS, German steamer, 687, P. Brandt, 16th Oct.—Touron 13th Oct., Coals and General—Chinese.

SANDAKAN, German steamer, 1,374, E. Muile, 12th Oct.—Sandakan 5th Oct., Timber—Melchers & Co.

PIARA, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.

Waterwitch, surveying vessel, 620 tons, Comdr. W. P. Dawson, Foochow.

Whiting, twin screw, torpedo-boat destroyer, 320 tons, 600 h.p., Lieut.-Comdr. E. Kelly, cruising.

Wivern, coast defence gunboat, 2,750 tons, 4 guns, 1,200 h.p., Boutet, at Halphong.

Tweddle, coast defence gunboat, 363 tons, 3 guns, 1,200 h.p., Boutet, at Halphong.

Undisarmed, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, en route Manila.

Victorious, British battleship, 14,000 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, cruising.

Triumph, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. Brozot, at Saigon.

Yashin, 1st class, 14,000 tons, 32 guns, 14,000 h.p., at Yokohama.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.

Chinen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defense Ships.

Matsukuma, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Manila.

Itochukima, 1st class, 4,277 tons, 24 guns, 5,400 h.p., at Nagasaki.

Hashidate, 1st class